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## New-York Daily Tribune.

SATURDAY, AUGUST 6, 1859.

TO CORRESPONDENTS. can be taken of Anonymous Communications. What antended for insertion must be anthenticated by the and address of the writer—not necessarily for publics cannot undertake to return rejected Communications.

dness letters for TRE TRIBUNE Office abould in all case
addressed to Horace Greekley & Co.

G. W. JORNSOF is our Agent in Bridgeton, N. J., for the Sale of The Tracuse, and will serve our friends with our Daily lemi-Weekly and Weekly Editions

Merchants, Manufacturers, Inventors, and all who have Wares, Inventions, Lands or anything else to sell, must advertise if they expect to find purchasers, and we believe there is no other Advertising medium so good as THE WEEKLY TRIBURE. It has a larger circulation than any other newspaper in the world, circulating largely among Farmers, Merchants, Manufacturers, Mechanics, &c. Price \$1 per line each insertion.

The mails for Europe, via Southampton and will close this morning at 104 o'clock.

The impression at Galveston on the day next succeeding the Texas election, was that Gen. Houston had been chosen Governor.

The Opposition have made very large inroads upon the Democratic majority in Tennessee, if, indeed, they have not carried the State. They have probably gained two members of Congress, one of whom is EMERSON ETHERIDGE.

In North Carolina the Opposition have probably gained one Member of Congress in the 1st District, Smith having gained in three counties 26 votes over his opponent. Henry M. Shaw, who was elected in 1857 by only 38 majority.

It is possible that the Opposition have gained two more Members of Congress in Kentucky-in the 1Xth and VIth Districts. The vote is close, and the result was, at the date of our last advices, a matter of doubt.

The Board of Aldermen last night confirmed Mr. Craven and Mr. Tappan as members of the Croton Board. Mr. Van Schaick's name was laid on the table, and it is probable that he will remain, or hold over in his present position, without further question.

We scarcely need call attention to the exposition of the treaty of Villafranca, which we have translated from the Italian of Joseph Mazzini, and publish on another page of this paper. It is clear, eloquent, and powerful; and will find a far more general assent than has been awarded to many of its author's recent productions. The peace of Villafranca, while it plunges Italy into almost inextricable confusion, and disgusts all thinking men in Europe, restores to Mazzini a degree of power which he can hardly have expected so soon to

We rejoice to learn by telegraph that the Coroner's Jury who have had the Schaghticoke massacre under consideration at Albany, have rendered a verdict which means comething. They say that the bridge where the slaughter took place was " rotten, unsafe, and known to be so:" and that the Superintendent and Directors should be held responsible; in other words, that they should suffer the penalty of the law. It is now for the District-Attorney within whose jurisdiction this case of homicide falls to act at once on the verdict. and bring the matter before a Grand Jury, with a view to the indictment of the parties pointed out as in fault. Experience has proved that civil remedies are no remedies at all; let us see what good can come of a criminal proceeding.

THE LESSON IN KENTUCKY. The Opposition have now been defeated in Ken

tucky, as they were in Virginia. They fought their battle with much energy and much talent. Their men were able in the arts of electioneering-if anything, abler than their Democratic opponents. The issue was squarely and boldly made. As in Virginia, they contended that the Demogratic party was unsound on the Slavery question; that in fact it was tainted with the virus of Freedom; and that it was only in the Opposition camp that the best of institutions could find protection and security. They alone loudly declared themselves in favor of that great desideratum, a Federal slave code insuring to property in slaves the same legal muniments as surround other property in the Territories. This was their grand idea. To the length of reopening the slave-trade they did not go-s prudent abstinence, since Kentucky can make more money by breeding than by importing negroes. But on the question of a Fed eral slave code they rung all possible changes, chiefly with charges of abulition tendencies against the Democratic leaders. Thus these former Whigh and Americans, many of whom had, no doubt, here tofore followed HENRY CLAY when he contended for the extinction of Slavery in the State sought to get into power by a degree of superserviceable servility to the negro interest which the Democratic party did not think it necessary to imitate. Thete tactics in this respect would seem to have been borrowed from the Softs of this State, all zealous Free-Soilers a few years since, but now ready to engage in any base service which their more manly and consistent rivals, the Hards, would

never stoop to. We rejoice that this disgusting prestration of the Kentucky Opposition has met with its fit reward. After making itself contemptible, the election has made it ridiculous. This result viuticates not only the law of political justice, but the good sense of the people of Kentucky. They are not so simple as not to know that Slavery is safe with a party that has stood by it, fought its hardest fights, broken down the Missouri Compromise, made the Dred Scott decision, engaged in the fraud and bloodshed of Kansas, and sacrificed itself in all the Northern States in obedience to the dictates of the slave power. Besides, the Kentuckians understood perfectly that the triumph of such an opposition must be a barren victory. Suppose its candifates had all been elected, what then ! How could they have procured the promised Federal slave code? Why, only by going in with the Democrats, for from the Republicans, or even from mod erate Southerners, nothing of that sort could be hoped for. Of course, then, sensible men would take the shorter cut of voting for Democrats in the first instance. And so this Opposition, without reason, without policy and without object, except

official spoils, has come to a not untimely end. In a Slave State there are two modes of opposing the Democratic party, which may be comprehended. The first is that adopted in Missouri, where, assailing the false pretensions, the extravagance, favoritism and corruption of that party, the Opposition have also adopted the time-honored opinion of the Fathers, that Slavery is an evil and a curse, morally and economically. Accordingly, they propose to clear the State of it, and to put Free-Labor in its place. This is a genuine Opposition, full of benefits to the State, which it is even now daily building up to a prosperity and a power that the stupidity and stagnation of Slavery could never even conceive. The other kind of intelligible Opposition is that which we have now seen in Tennes see, where, laying aside the question of Slavery, other matters of local policy have been brought forward. and the need of a more honest, economical, and truly Democratic administration of the Government forcibly insisted on. This, though far less comprehensive, less vital, and in its ultimate fruits less beneficial than the policy of Missouri, is yet not without respectability and usefulness Nor does it entirely cut off the possibility of a patriotic cooperation on national questions between the men of Tennessee and the men of Missouri and the great party of which the latter form a part.

But while the Democrats of Kentucky have thus crushed the spurious party that had come against Bremen, per United States steamship New-York, them with such loud and hollow pretensions, the germs of a complete and permanent Opposition are not wanting in that State. We refer, of course, to the body of professed Emancipationists and Republicans who are found there. Apparently few in number and weak in influence, with only a single leader, the fearless CASSIUS M. CLAY, they yet hold to the principles and represent the policy on whose future triumph the greatness of the State and the happiness and progress of her people are inseparably dependent.

### A WAY OF PREVENTING BAILWAY MURDERS.

The Railway monster has demanded and received another oblation of human sacrifices. Is its insatrable maw never to be glutted, or can no way be invented to get a book into its postrils? Fire is a good servant and a bad master, as the proverbial wisdom tells us. And so is Water. And not less Steam, the offspring of the union of these two mighty parents. Like the vapor which the fishermap in the Arabian tale let loose from the casket in which it had been sealed up with the signet of Solomon, it can work mirseles of blessing and mischief, according as it is under wise guidance or left to its own terrible devices. Still, as this mighty power is the slave of our lamp which we have called into existence, and all the conditions of whose being we might know and ought to know, it is our own fault if it deviate the breadth of a hair from the path and the work we appoint to it. It cannot break its chains and brain us with them, excepting by our own guilty negligence. And its fierce fury, devastating as it is, when it has mastered us, is not so full of wounds and death as the guilty avarice which refuses to furnish it with the implements proper to its work. An explosion of a steam boiler like that of the steamer on the St. Lawrence two years since, or of the locomotive at Alliance, in Ohio, is a rare and innocent casualty compared to the murders at Norwalk, on the Michigan Southern Railway, and on Tuesday last at Schaghticoke, through the crime of the builders and managers of the road.

That terrible rail way massacre which we have had to record compels these reflections on the unwilling minds of our traveling public, to be forgotten almost before the last victim is laid in his grave. The agony, the terror, the ghastly sights and sounds which made that night hideous, might well give pause to a less rapid generation than that to which we belong. But it will do no such thing. We look over the returns of the dead, wounded, and missing, as we fly along the glowing rails ourselves, and are as ready to curse any slackness of our speed as if no such warning had been given us. course, nobody will be tound to blame for it. Some engineman, or flagman, or gatekeeper, is sometimes offered up as a sacrifice to vengeance; but

the blood of the innocent justly rests. The culverts were insufficient in one case, the bridge was not strong enough in the other-as if it were the fault of the culverts or the bridges! They did not make themselves. The blood that cries for cengeance from the ground invokes it upon those in whose hands those innocent men and women had placed themselves in full confidence of safety. Almost every railway in the land has now had its baptism in blood. And all that a few rascal cunters, more or less, might be saved or made by those who had taken all that warm life into their hands and pledged themselves to its safety. But these atrocities have grown so common that they scarcely excite the horror that should attend them. A new one drives away the memory of those which went before it, and in a little time none but the mourners remember that such things were. But though the Railway Companies, their di-

rectors and servants, should be held strictly ac-

countable at the bar of public opinion, if not of

public justice, for secidents which arise from im-

terfect construction or careless handling, the whole

blame of these wholesale butcheries should not be placed at their door only. It is partly the fever of haste which burns in the veins of the public, and demands facilities of travel, and demands it chesp, from which they come. In the fierce competition which grows out of this state of mind, dangers are winked out of sight, and carelessnesses in the making of culverts, bridges, and the roadway itself, are passed ever, in the hope that good luck will be our friend It is partly the fault of the sovereign power which calls these corporations into existence, in whose hands are these issues of life and death that death is so often the issue as it is. A more careful foresight when such corporations are formed to see that they are properly managed in the beginning, and a stricter oversight over them, and especially as to all weak and dangerous points of their work, when in operation, might hinder a multitude of these railway slaughters. And, antecedent to legislation and superior to it, the public opinion of the traveling public should demand such securities and submit to such conditions as will make safety as near a certainty as it can be in-human things. Butso long as speed is the first, the second. at d the third value of a railway, in the eyes of those that use it, this crowning merit must be furnished at whatever risk. There is no fever so contagious as that of haste, and none that spreads so quickly from the passenger to the Director, on the one hand, and to the stoker on the other. Railway traveling should be the most absolutely safe mode of locomotion ever invented. And so it is on well-regulated roads, even in this country. On some of the New England roads the per centage of loss, by the fault of the road, is almost inappre ciable. And it might be so everywhere.

On the continent of Europe, where the people are regarded as in a state of pupilage, to be taken care of like so many children, accidents are almost unknown. The rate of speed, the number of pas sengers, the condition of the engines and carriages. the state of the roadway, are the subjects of strict rules and careful supervision. The care taken of you is annoying enough to a free and independent American, accustomed to the perfect looseness of traveling matters in his own land of liberty; but it is compensated for by the consciouscess of as absolute a safety as is compatible with any mere human locomotion. It is not likely that we shall ever consent to the restrictions of the continental railways, be their advantages what they may. But an approximation to them is practicable, and we have no doubt would be readily endured. The engines being in good order the wheels and axles of the carriages safe, the rails in the best condition, the bridges and other particularly dangerous places specially guarded, and the servants of the company, all men of sobriety and discretion, an accident would be as nearly impossible as any human contingency can be. And why should not the State take the responsibility of seeing to these things into its own hands, out of those of the corporations Why should not persons, appointed by the Governors of the States in which railways are situated. have the charge of these particulars, so essential to the safety of the citizen ? The responsibility, it seems to us, should be put on persons entirely connected with the railways, with no interest what ever in their profite, and with no concern but for the safety of the travelers. The expenses might be justly charged upon the corporations, as it would be as much for their interest as for that of their customers. The loss by one such accident as those we have mentioned, amounts to more than would the salaries of all the officers, that would make them in possible, for fifty years together. We are well aware of the interested opposition that such legislation would have to encounter and of the abuses to which it would be liable. But we believe it can be accomplished, and that it would be rewarded with an economy of life and an increase of comfort and safety to the universal traveling world, that would make the reputation of the statesman who should identify his name with it.

LITERARY FORGERY. In 1795, an impudent young rogue named William Ireland, humbly emulating Chatterton, professed to bave discovered various manuscripts in Shakespeare's handwriting. A sketch of King Lear, a Confession of Faith, and an unpublished play called Vortigern and Rowens, were among them. His imposture was very successfu'. Blindness came over the eyes of some of the best English scholars and critics of the day, and they "thanked God on "their knees" that they had lived to see with those blind eyes the productions of the chuckling lad who stood beside them. It seems incredible that any person well read in Elizabethan literature, or at all skilled in palæography, could have been deceived for a moment by the Ireland forgeries; and their pretensions were scouted by a few eminent English scholars of the day, who finally exposed the fraud, of which Ireland then made full confession. It is remarkable that his sole motive was the mischievous fun of taking in the "big wigs." The last few weeks have made it sure that Ire-

land has not been without an imitator in the present century, and one whose success eclipses that of any predecessor in the field of English literary forgery. Our readers have probably noticed in the columns of THE TRIBUNE extracts from the leading London journals in relation to the discovery that the corrections on the margins of Mr. Collier's copy of the second folio edition of Shakespeare's works, that of 1632, are forgeries; that is, that although they are written in a hand of the middle of the seventeenth century, they were made in the nineteenth. Some of those, however, who take an interest in the subject, may not remember that Mr. Collier-the Nestor of living Shakespearean commentators-created a great sensation all over the world by the publication, in 1853, of the corrections in this old folio (which he picked up in a second-hand bookstore), accomjustice never reaches the parties on whose heads | panied by his own confession of faith in their an-

tiquity, and authority. He carried the greater part of the world with him. His book had a large sale abroad, and here; he published an edition of Shakespeare in which the corrections of the old folio were embodied; other similar editions were published here, and in Germany; the corrections received high critical commentation; common-sense people rejoiced over them, and they seemed to have produced a great and permanent impression upon the text of Shakespeare, and upon Shakespearean liter-

A few, however, of the more eminent English Shakespearean scholars stoutly resisted the claims put forward for the reception of the Collier folio corrections Knight, Halliwell, Dyce and Singer, all opposed them; the first two in pamphlets, the last in a book; and a writer in Blackwood's Magazine denounced them in detail. This opposition, bowever, was to the corrections peculiar to the old folie: for it is important to remember that of the hundreds and almost thousands of corrections made upon its margins, a large proportion had been anggested, and even received into the text, before Mr. Collier's discovery of his supposed treasure. But it was the good fortune of an American critic to attack this celebrated volume in the manner most fatal to its pretensions, as Mr. Collier has admitted, and as the event has proved. Immediately upon the appearance here of Mr. Collier's "Notes and Emendations" from his folio, they were reviewed in Putnam's Magazine, by Mr. Grant White, in a series of articles, in which the question of the merit of the corrections was made secondary to an argument which showed that they were utterly without authority, and especially that upon internal evidence alone—the use of modern words and phrases, the ignorance shown of ancient idioms, and the insertion of stage directions suited only to modern times-they could not have been made at so early a date as was claimed for them. And now it has come to pass that the volume, eter lying five years in the library of the Duke of Devon-hire, is sent to the British Museum, and is

there fallen upon by the experts in palæography and chemistry attached to that institution; and they discover by their keen eyes, their experience, their microscopes, and their tests, that these manuser pt corrections, which are made so as to appear two hundred years old, must have been written within the present century. Mr. Hamilton of the Manuscript Department first discovered remains of penciled memoranda on the margins in conformity with which the corrections in ink were made; and these memoranda are in a hand of the present day. He found, too, that the corrections in ink were in many cases made directly upon the penciled memorands, and that in some instances the memoranda were in modern orthography, although the corrections in ink were spelled in the ancient way. Many of them, also, were found to have been "strangely tampered with, touched up, or painted over, a modern character being dexterourly altered by touches of the pen in a more antique form;" and corrections had been made and obliterated by chemical agency, which the action of the atmosphere, in the course of some years, had so far negatived as to allow the original correction to be faintly seen by the side of, or under, the one for which it was removed. To all this, Mr. Collier replied only by defending himself from a charge of imposture, which was not brought against him, and by saying that, when he owned the volume, he saw to pencil marks upon it, but a few that he made himelf. Whereupon comes forward Mr. Maskelyne, keeper of the Mineral Department in the Museum, who has examined the folio with the microscope and with chemical tests. He found by the microscope the remnants of the imperfectly-erased pencil marks in particles of plumbago in the hollows of the paper" on every page that he examined. He found, too, that the corrections are made, not in ink, but in a brown fluid paint, used for the purpose of imitating ink faded by age; which point was decided by the microscope and by chemical tests. And, finally, be found that in the cases in which a penciled letter of modern form and a seeming ink letter of antique orm intersected each other, so that one partly hid be other, the seeming antique ink letter could be wasted off (which could not have been done were it made in ink), and that then the modern penciled letter was found underlying that which professed have been made two centuries ago! This is clearly a fatal blow to the pretended antiquity of the corrections, unless the penciled letters are as old as those in the seeming ink, which no one seems even to conjecture. It is just worth while to add that a Mr. Parry, who, on a slight examination of the old folio, told Mr. Collier that it was in his possession fifty years ago, with the corrections on its margin which assurance added much to the confidence felt in the genuineness of the corrections), now de clares, on a closer examination, that this book has only a general resemblance to the one which he formerly owned, and differs from it "in edition, binding, corrections-in fact, in every particular in which a book can differ" from another.

Thus falls to the ground a literary imposture which, from the fame of the author to whose works it related, and the distinguished position of its first and most eminent dupe and innocent apostle, Mr. Cellier, has excited a more general interest in the reading world than any other upon record. Its author, who must be a very clever and dexterous fellow, may be yet alive, and chuckling, like his prototype, Ireland, over the credulity of his victims. But how characteristic it is of dear old England that he should have been obliged to wait so long to be found out! Who believes that, had that old folio been brought forward in New-York instead of Lendon, five long years would have elapsed before the array of internal evidence against the authority and the antiquity of its corrections produced by the American critic would have been sustained by the tests of the microscope and the laboratory ?

### AN ILLUSTRATION.

The organs of that party who live and swear by cotton only, must do something more than pray to their foreign gods to cease sending us so many foreign goods. The devil that possesses them is not of the hind that can be cast out by praying. They have enacted laws, time and again, whose sole object and tendency are to destroy the demand for home labor. No more striking proof of this can be found than in the history of the whitelesd manufacture. That business was begun in Philadelphia in 1809, but up to that period the British held complete control of the market, and extorted a reguarly increasing price, advancing from \$11 to \$19 per 100 in 1808. No sooner had Wetherill put his factory in operation, than the British dealers sought to crush him out by lowering the price to \$16. The war following, the importation of pig lead ceased, and it was brought from the Missouri mines to Philadelphia, being wagoned 350 miles from Pittsburgh. Though the pigs rose from \$12 to \$20 per hundred weight, yet the manufactured lead advanced only to \$24. But an interruption occurring in the home supply of pigs, we again became dependent on foreigners for white

lead. They at once put the price up to \$40! Several new manufactories being estab. lished, in 1816 the price surk to \$12. At this stood until 1828, when our own mines, under the stimulus of protection, produced increased quant. ties of pigs at lower rates, and the price of with lead fell to \$11. Toe same measure of protection relieved the manufacturers of foreign competition but incited competition so vigorously at hometas in 1830 the price fell to \$8 25, thus showing the an import duty is not a tax added to the cost of m article. In the same year the product of the American lead mines had swollen to nearly 17,000,000 pounds. Up to 1846, or while the date on pig lead remained at two to three cents a possi the annual production of our mines was 54,000.00 pounds. But since 1846 the foreign article been so freely admitted as to reduce their produce tion to 21,000,000 pounds in 1858, making 33,000,000 pounds less freight for railroads through regions represented in Congress by men who has steadily voted to crush out this trade. The same year we imported 41,000,000 pounds of foreign lead. Until 1828 the duty on litharge was 15 per cent, ad valorem, but it was then advanced to fer, cents per pound. Previous to that advance, sgent of the foreign producer kept the price dom below cost here, killed off all competition, and ken possession of the market. But the duty of fin cents shut him out, and enabled the America manufacturer to supply the market at 25 per cen less than when it was under the control of British. It is thus seen that under Pro-Slaver legislation this once prosperous business of minin lead in Hinois, Iowa and Missourt, has been almaantibilated by the votes of members from the

# THE LATEST NEWS

MAGNETIC TELEGRAPH

From Washington. Special Dispatch to The N. Y. Tribune

WASHINGTON Friday, Aug. 5, 1869. John Mitchel, before leaving this city, make merry over the idea of his past interference in se polities, he not being, and not intending to be, a American citizen. He thinks that Europe afford a better field for revolutionists than this country Movements there are spiced with danger.

The Post Office Department is just now anxion to know of Mr. Johnson of your city what step bave been taken by him to insure the execution his contract for carrying the California mails free New-York and New-Orleans.

It is stated that efforts are being made to gather n the copies of the celebrated letter of the Pres dent to the Hon. Robert J. Walker while Govern of Kansas, which were given to some of his friesd by the latter. Hundreds have heard the letter read, and some of the copies are said to be beyon the reach of Mr. Walker bimself.

Mr. Casey, United States Treasurer, is quite ! at the residence of the Hon. John C. Rives, new

To the Associated Press.

WASHINGTON, Friday, Aug. 5, 1859.

Lieut Isaac N. Brown bas been ordered to the Navy Yard at Boston, and Lieut. Weaver to the Navy Yard in Philadelphia. Lieut. English was ordered to the steamer Wyoming, vice Aulic, detached. Lieut. Resd, Duvail and Eggleston have been ordered to the Non-Arrival of the Nova Scoting

At the last advices from Father Point, there we no signs of the steamship Nova Scotian, now due at Liverpool dates of the 27th ult. The line is interra ed this evening below Quebec by a heavy thunds

MONTREAL, Friday, Aug. 5-81 P. L.

North Carolina Election. PETERSBURG, Friday, Aug. 5, 1859. In the IVth Congressional District, Branch (Dem

s certainly elected. Complete returns from three counties in the Is Congressional District show a gain of 26 for Smith (Opp.) over Shaw (Dem.), as compared with the vote of 1859, when Shaw was elected.

No returns from the other Congressional District

Kentucky Election. Louisville, Friday, Aug. 5, 1899

The returns indicate the election of Moore for Co gress in the IXth District, and Adams in the IVa District-both are the Opposition candidates. The vote is close and doubtful Tennessee Election.

NASHVILLE, Thursday, Aug. 4, 1839.

The Opposition net gain in eight counties, partiel neard from, is 1,300 on the vote of 1857. NASHVILLE, Friday, Aug. 5, 1859.

In sixteen counties Netherland's gain is about 2,38 Mesers. Quaries and Hatton, Opposition, ese elected to Congress in VIIIth and Vth Districts, and Meser Avery, Democrat, Etheridge, Opposition, and Brain son, Opposition, are probably chosen in the Xth, IXI
and IIId Districts. The two latter are Opposition

Texas Election. NEW-ORLEANS, Friday, Aug. 5, 1859. The steamer Orizaba has arrived here with 6 veston dates of the 3d inst. Gen. Sam. Houston

shead in the race for the Governorship, as far heard from. Secretary Tucker Declining a B ALBANY, Friday, Aug. 5, 182 The statement that the Hon Gidson J. Tuckers be dropped by the Democratic Convention, is said

dered a renomination for the Secretaryship of Se but positively declines.

be not exactly correct. He has, it is said, been

The Late Railroad Disaster. ALBANY, Friday, Aug. 5, 185
The Albany Coroner's Jury in the Schaghie
bridge slaughter, returned a verdict this afters that the timbers of the bridge were rotten, unsafes known to be so, and that the Superintendent and

rectors should be held responsible.

The Kansas Gold Mines. St. Louis, Friday, August 5, 150 The express from Deaver City arrived at Last worth on the 2d inst., with \$600 in gold, on come ment. The passengers also had a consider amount in their hands. The accounts from the continue favorable.

Schooner Struck by Lightning

NEWFORT, Friday, Aug. 5, 184.
The schooner Harriet Gardner, Brightman, is Fall River for New-York, was struck by lighting this harber this afternoon. The lightning passed for from the top of the mast to the gaff, ten teet above deck; it then glanced off and passed over the swithout doing other damage. No person was injustified to the schooner has returned to Fall River with her services.

The bark Saragoesa, leading for Philadelphia burning in the hold all last night, but will present the saved.